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## REPORT

DATE DISTR. **18 MAY 1961**

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7. [redacted] (Naval Shipyard, Pleniewo). The shipyard, which has been building wooden antimagnetic minesweepers for the USSR, as well as civilian river steamers, is reportedly to be converting its facilities to the construction of metal ships. The former director, Henrik Ostrowski, was transferred in July 1960 to the Naval Shipyard in [redacted] (Breslau), where a program of construction is taking place. (5 pages) 50X1-HUM
8. [redacted] (Warskiego Naval Shipyard, Szczecin/Stettin). The report includes a few details about current production, all of which was composed of merchant ships. (4 pages) 50X1-HUM
9. Other shipyards under the Ministry of the Merchant Marine are reported, with little or no information: [redacted] (Stolpmuende), [redacted] (Schroettersburg), [redacted] (Thorn), [redacted] and [redacted] (Breslau). As noted in paragraph 7 above, Ostrowski was transferred to the last shipyard to direct the construction work there. (3 pages) 50X1-HUM

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C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

(Gdansk/Danzig Shipyard)

10 November 1

Formerly German, underwent radical transformation after the war.  
Under the jurisdiction of the Special Shipyard Direction (Z.P.O.) of  
Ministry of Heavy Industry

**Officials:**

Director General      Engineer Jerzy Wyehowski  
Technical Director    Engineer Zydomo (fnu)  
Technological Director   Engineer Rudzinski (fnu)  
Head of Construction   Engineer Czarniawski (fnu)  
Head of Production     Engineer Ziolkowski (fnu)

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Labor force: about 12,000; single shift, exclusive of personnel assigned to  
the foundries, fitting-out and ships' servicing, etc., who work on three  
shifts per day.

Production: Note: amounts are from 1958 on.

- a. Fishing vessels of 500 tons gross tonnage  
Construction began in 1948  
Production is not continuous; ships are constructed in series of four.

From 1948 to 10 November 1960, about 200 vessels had been built.  
70% of the production was for the Soviet Union.

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- b. Combination refrigeration and processing fishing vessels:  
Production begun in 1957.

The first series of 4 units has not yet been completed. Of these, 2 are  
completed and in operation, one in the USSR, and the others are  
in the process of being equipped.

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Designed by the Central Office of Naval Construction #1, Gdansk.

The design was a complete copy by Polish technicians from a similar German  
unit, ceded to the USSR, carrying the name DOBRO LJUBOV, ~~overhauled~~  
in turned over in the port of Gdansk in 1956-1957. At that time, 50X1-HUM  
technicians of the official project visited the ship and attempted to  
copy the basic characteristics. The Polish unit differs from the Soviet  
in the fishing machinery

In late 1961-early 1962, the machinery will also be constructed in Poland.  
A factory for this purpose, which will allegedly be the only of its type  
in Poland, is under construction at a location not learned.  
The second series is already under construction at the shipyard; two units  
have recently been launched and two are still on the ways.

**Characteristics of the two series**

	<u>First</u>	<u>Second</u>
Hull	steel riveted	steel
Sheathing	in late 1952, <del>sketch</del> ; after that date, welded	welded
Tonnage	500 gross tons	1250 tons
Length of hull	(not listed)	60 meters
Width	(not listed)	(not listed)
Height	(not listed)	(not listed)
Motors	none: one main sail, on a single main mast	(not listed)
Speed	(not listed)	14 knots (sketch)

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Technical Director   Engineer Zydzewo (fnu)  
Technological Director   Engineer Rudzinski (fnu)  
Head of Construction   Engineer Czarniawski (fnu)  
Head of Production     Engineer Zielkowski (fnu)

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- c. Dry-cargo vessels: [ ] 50X1-HUM  
 Production initiated in 1948 and suspended in 1952. Ships constructed under [ ] license: plans were received from a naval shipyard in [ ] 50X1-HUM  
 Twelve vessels were built: the first five are: ~~maklasky~~  
 SOLDEK  
 BDYGAR MAKOWSKIEGO  
 JEDNOSC ROBOTNICZA  
 PIERWSZY MAJ  
 WIECZOREK

These went into service as part of the Polish merchant marine, while the other seven (names not known) were delivered to the USSR. [ ]

Characteristics known:

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2540 tons  
 67 meters in length  
 first five ships were coal-burners; the others, oil  
 max. speed - 11 knots

- d. Dry-cargo vessels: [ ] 50X1-HUM  
 Production started in 1949 and still in progress. About 60 have been built of which "a few" were turned over to the Polish fleet; all of the others were for the Soviet Union. 5000-ton, coal and oil burning.

- e. Unidentified unit, dry cargo, called the "Drewniawce": [ ] 50X1-HUM  
 The first series of 5 vessels was begun in the spring of 1950. All of the units are on the ways, in the final stages. The first is supposed to be launched in December 1960-January 1961.  
 Constructed exclusively under Soviet contract. The series is being completed without another being begun. 50X1-HUM  
 The personnel in charge expressed the opinion that the units are actually only for the transport of lumber. [ ]  
 the use of the ships for the shape, as well as the materials used for the various systems. are very different from those normally used in a cargo ship.

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Noted characteristics:

5,500 - 6,000 tons  
~~ix~~ about 100 meters long  
 height not noted (total)  
 height of vessel above the water line (galleggiamento): 1.50 meters  
 cabins and doors have double-closing and are water-tight  
 ribs and masts are built of a very durable metal of an unidentified type  
 doors are 7 mm thick  
 radar antenna on the bridge of the one mast  
 gyrecompass-equipped

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- [ ] : 1. Lever to operate the ventilator mechanism  
 2. Gear: one ~~many~~ fine thread screw and 2 toothed wheels  
 3. Ventilator cap  
 4. Top of handle (Testat della manica): the plate used for the handle is 12 mm thick

not armed: no bases for future placement of armament were noted

The units were shipped to the Soviet Union as empty hulls, without equipment or machinery.

Numbered that they are to be used as hydrographic vessels.

- f. Fishing vessels, "Baza Ribacka" (fishing bases) [ ] 50X1-HUM  
 Series production begun in 1956-1957. Six are now in service and two more are being outfitted; [ ] Ships have room 50X1-HUM  
 an infirmary with a surgical and operating room, movie theater and recreation /

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Intended to be a "base" for fishing fleets.

Only built at this shipyard and are under exclusive contract with the USSR.  
9000-ton. Engines: the first three are steam driven, the rest are combustion.

g. Various types of units (dry cargo and passengers)

Construction begun in 1955-1956

Twelve were built and are in service; 10 were almost finished being outfitted in November 1960.

The first built was the MARCELI NOWOTKO; then followed BOLESŁAW BIERUT,  
KAPITAN KOSKO  
MATEJKO  
PEKIN  
SIKORSKI

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Characteristics noted: 10,000-ton; 154.7 meters hull length; 16 knots max. speed

At the end of 1958 the units in question were under construction only at the Gdansk shipyard. Since that time, the Szczecin Shipyard has also built these ships.

h. Oilers:

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The first series was begun in late 1958 - early 1959; designer - Engineer Josef PACZESNIAK of the Central Office of Naval Construction No. 1, Gdansk.

The first unit was named the HUBER (a Polish professor) and is scheduled to go into service in May 1961, with the Polish Merchant Fleet.

The other four, under construction, are for the Soviet Union.

Characteristics noted: hull length - 179 meters; frame - longitudinal with double bottom. Max. speed - 16 knots (in theory). Capacity - 18,000 tons.

Raw Material Suppliers:

Steel and various types of machinery: Czechoslovakia and the USSR

Aluminum

Marine motors:

Electrical materials

Radar - USSR

Radio - a good part from the USSR; the rest, domestic

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Domestically produced items are shipped directly to the shipyard from the factories.

Supplies of raw materials were estimated by the Central Office of Naval Construction No. 1, Gdansk, during the planning and designing stages.

Shipments were handled by the Special Shipyards Division of the Ministry of Heavy Industry, Warsaw.

### **Rejects in Production**

Due principally to the lack of qualified skilled workers, but also to the indifference and disinterest showed by the workers. To counteract this, the shipyard authorities set up a penalty to be paid by those who habitually were responsible for production rejects. Several months ago the authorities had the adjacent pools and basins of the shipyard dragged ~~for~~ to recover an enormous quantity of rejected items which had been thrown in to avoid the penalties.

### **Clandestine use of shipyard materials**

Very popular among the workers to implement their wages. Quantities of materials are secretly removed from the shipyards, such as electric wire, lamps, valves, aluminum, steel parts, etc.

### **Future Plans**

The shipyard plans to build marine motors in its own shops, under an unidentified foreign license. For this, an undetermined number of buildings to house the construction and assembly shops will have to be built. The buildings are supposed to be erected in the area labeled "dl" on the shipyard sketch map (See No.4 on the Gdansk city plan, attached)

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13. The shipyard is surrounded by a concrete wall, about 2 meters high.

14. Electricity is supplied by the municipal plant.

15. Equipment:

12 cranes in all, of various types.

16.....entry permits, etc.

17. .... economy drives, etc.

18..... economic situation of workers...

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[redacted]  
[redacted] (Repair Shipyard, Gdansk/Danzig)

10 November 1960

Formerly German, virtually totally destroyed during World War II and after when the Germans evacuated the area. Completely rebuilt in 1949-1950.

Under the jurisdiction of the Special Shipyard Division (Z.O.P.) of the Ministry of Heavy Industry, Warsaw.

Labor force\* 6500 - 7000.

dry-

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The shipyard has two very new/docks [redacted]; one is cement and can accommodate a 16,000-ton vessel. The capacity up to now has been 12,000 tons. There is also one only basin for repairs, German-built, which has been in the process of enlargement and modernisation for several years.

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[REDACTED]  
[REDACTED] (North Shipyard, Gdansk/Danzig)

10 November 1960

Former German shipyard which was partially modernized immediately following World War II.

Military Section of shipyard is under the Ministry of the Military Marine, by the Central Office of Naval Construction No.2, Gdansk.

Civilian Section of the shipyard is under the Special Shipyard Division (Z.P.O.) of the Ministry of Heavy Industry.

Director General: Engineer CZARNECKI (fnu)

Labor force: 2500 - 3000 approximately

Production noted: fishing vessels under 500 tons; light naval vessels, particularly patrol boats

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[REDACTED]  
[REDACTED] (Naval Repair Yard, Gdynia)

10 November 1960

An old, small shipyard formerly used only for fishing vessels, transformed and modernized after World War II. Repair yards for the merchant fleet.

Under the jurisdiction of the Special Shipyards Division of the Ministry of the Merchant Marine, Warsaw [REDACTED]

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Labor force: about 2000 employees.

One metal dock, capacity up to 1000-ton vessel.

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10 November 1960

(Paris Commune Shipyard, Gdynia), No. 8

Shipyard was constructed just before World War II. During the war, the Germans covered over the ways and basins and occupied the shipyard as a naval construction office. Right after the war, major reconstruction and modernization work took place. To date, however, the complex is completely devoid of fixed ways and construction work is done on slips, located here and there. The one existing dock, left over from the German occupation, of about 60,000 tons capacity, was requisitioned in 1946 and transported to the USSR.

Under the jurisdiction of the Special Shipyard Division (Z.O.P.) of the Ministry of Heavy Industry, Warsaw, for merchantman construction. The Ministry of the Military Marine is responsible for modification and repair of naval vessels.

Labor force: about 6,000

Production noted:

a. Merchant:

Dry cargo units, 820 ton, construction begun in 1949; equipped with  
Ansaldo engines of undetermined capacity;

Dry cargo units, 660 ton

Fishing vessels, 600 ton, similar to those built at the Gdansk/Shipyard

b. Naval

Repair, modification, modernization of naval vessels up to torpedo boats class  
August-September 1960, the BLYSKAWICA, about 2,200-tons, left the shipyard,  
after 8-10 months overhaul and modernization.

Enlargement Program

In summer 1960, near the shipyard, a <sup>new</sup> cement basin to accommodate vessels up to 65,000 tons, was being built. The plans were drawn up by the Port Designing Office (Biuro Projektow Budownictwa Morskiego), Gdansk (Danzig), under the Ministry of Merchant Marine. Work was supervised by officials of this office and was proceeding rapidly. When the work is completed, the shipyard will be able to initiate construction of ~~new~~ oil tankers of 36,000 and 65,000 ton capacity. Plans and designs were drawn by Engineer Josef PACZESNIAK of the Central Office of Naval Construction No. 1, Gdansk.

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[REDACTED] (Repair Shipyard, Sasecia/Stettin) 10 November 1960

**Very little information:** one of the three Polish yards assigned to repair of merchant vessels. Under the Special Shipyard Division of the Ministry of Merchant Marine, Warsaw.

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[redacted]  
[redacted] (Naval Shipyard, Pleniewo)

10 November 1960

Small shipyard, abandoned and destroyed by the Germans during World War II, and reconstructed by the Poles immediately after the war.

Under the Ministry of the Merchant Marine.

General Director: Henrik OSTROWSKI - brother of the Chief Designer (costruttore) of the Central Office of Naval Construction No. 1, Gdansk (Danzig) In July 1960 he was sent to the Naval Shipyard at Wroclaw (Breslau) as administrative head.

Labor force - 2,000 approximately

Production:

- Military: Up to late 1959-early 1960, the shipyard built exclusively antimagnetic minesweepers, with wooden hulls, under exclusive contract for the Soviet Union. Characteristics and quantity not known.
- Civilian: Up to late 1959-early 1960, the construction of small river steamers was also begun. Recently, at a time not exactly recalled, the construction of a small passenger steamboat which was designed for inland water navigation, on the Bay of Danzig, was begun.

Future plans:

The shipyard is reported to be abandoning construction of wooden vessels to concentrate on metal units.

Such changes are to be made also in the antimagnetic minesweepers being built for the Soviet Union.

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10 November 1960

(Warskiego Naval Shipyard, Szczecin/Stettin), No. 9

The shipyard is a merger of the two old, formerly German, shipyards, the Vulkan Works and the Stettin Shipyard, which took place in 1958. Up to 1956, when Gomulka came to power, the Vulkan Yards, which had been badly damaged during World War II, had remained inoperative and almost abandoned. At that time, reconstruction was begun and after two years of intensive work, was completed in 1958. When the Vulkan Yards became operative, the merger of the two yards under the name of the Warskiego Naval Shipyards took place.

Under the jurisdiction of the Special Shipyards Division (Z.O.P.) of the Ministry of Heavy Industry, Warsaw.

Labor force: about 10,000

Production noted: Exclusively merchant vessels; the following were among those under construction:

1 series of units, dry cargo, 3,500-ton,	
" " " 5,000-ton	
" " " 6,000-ton	
" " " 10,000-ton	

Characteristics similar to [ ] units under construction in the Gdansk Naval Shipyard.

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The first series, composed of 3 units, was initiated in 1958 and is still not completed.

[ ] one unit had been completed for several months and was in operation, and two were being outfitted.

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Other Polish Naval Shipyards of the Ministry of  
the Merchant Marine

10 November 1960

Ustka (Stolpmuende) - insignificant; builds only small fishing boats

Flock (Schroettersburg) - river yard; builds only small fishing boats and river boats  
without ~~with~~ engines

Torun (Thorn) - fairly important river yard, on the Warta River. Builds fishing  
boats and river boats without engines. Includes a repair office.

Gorzew

Wroclaw (Breslau) - To date, the shipyard has built only small fishing boats and  
river boats without engines. In August 1960, ~~the shipyard~~  
~~work~~ transformation and modernization work on the shipyard was  
begun. In July 1960, the director of the Naval Shipyard in  
Pleniewo, Henrik OSTROWSKI, was sent to Wroclaw to direct the  
work.   
Under the Ministry of the Merchant Marine.

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